

AMENDMENTS TO THE CLAIMS

This listing of claims supersedes all prior versions and listings of claims in this application:

LISTING OF CLAIMS:

1. (Original) A pneumatic tire including a tread provided with a plurality of blocks divided by a plurality of circumferential main grooves extending in a tire circumferential direction and lateral grooves intersecting the circumferential main grooves, the pneumatic tire being characterized in that:

a block height of each block is gradually reduced from a central portion of the block in the circumferential direction toward a leading edge and a trailing edge, and at least a profile line of a tread surface has a recess dented inward in a tire radial direction beyond a virtual line connecting a first position, at which the block height begins to be gradually reduced, and a block edge of the block in the tire circumferential direction between the first position and the block edge, as viewed in a cross section perpendicular to a rotational axis of the tire.

2. (Original) A pneumatic tire including a tread provided with a plurality of blocks divided by a plurality of circumferential main grooves extending in a tire circumferential direction and lateral grooves intersecting the circumferential main grooves, the pneumatic tire being characterized in that:

a block height of each block is gradually reduced from a central portion of the block in the circumferential direction toward a leading edge and a trailing edge, and at least a profile line of a tread surface includes a first arcuate portion, which is formed at the central portion of the block in the circumferential direction and which has a center of curvature inside of the tire, and second arcuate portions, which are formed at both sides of the first arcuate portion in the tire circumferential direction and which have a center of curvature outside of the tire, as viewed in a cross section perpendicular to a rotational axis of a tire.

3. (Currently Amended) A pneumatic tire according to claim 1 ~~or claim 2~~, characterized in that the following relationship is satisfied:

$$0.04 \leq H/R \leq 0.06$$

wherein H designates a maximum height of the block, and R designates a tire radius measured at the central portion of the tread surface of the block.

4. (Currently Amended) A pneumatic tire according to ~~any one of claims 1 to 3~~ claim 1, characterized in that the following relationship is satisfied:

$$0.02H \leq d \leq 0.07H$$

wherein H designates a maximum height of the block; and d is equal to $H - h_e$ and designates an amount of depth, where h_e denotes a block height at the leading edge and the trailing edge.

5. (Currently Amended) A pneumatic tire according to ~~any one of claims 1 to 4~~ claim 1, characterized in that a low region satisfying the relationship of an average block height $hL \leq h_e + (H - h_e) \times 0.2$, where H designates a maximum height of the block and h_e designates a block height at the leading edge and the trailing edge, is formed from the leading edge for a length of at least $H/5$ toward the central portion of the block in the circumferential direction and from the trailing edge for a length of at least $H/5$ toward the central portion of the block in the circumferential direction.

Please add the following new claims 6-14:

6. (New) A pneumatic tire according to claim 2, characterized in that the following relationship is satisfied:

$$0.04 \leq H/R \leq 0.06$$

wherein H designates a maximum height of the block, and R designates a tire radius measured at the central portion of the tread surface of the block.

7. (New) A pneumatic tire according to claim 2, characterized in that the following relationship is satisfied:

$$0.02H \leq d \leq 0.07H$$

wherein H designates a maximum height of the block; and d is equal to $H - h_e$ and designates an amount of depth, where h_e denotes a block height at the leading edge and the trailing edge.

8. (New) A pneumatic tire according to claim 2, characterized in that a low region satisfying the relationship of an average block height $h_L \leq h_e + (H - h_e) \times 0.2$, where H designates a maximum height of the block and h_e designates a block height at the leading edge and the trailing edge, is formed from the leading edge for a length of at least $H/5$ toward the central portion of the block in the circumferential direction and from the trailing edge for a length of at least $H/5$ toward the central portion of the block in the circumferential direction.

9. (New) A pneumatic tire according to claim 3, characterized in that the following relationship is satisfied:

$$0.02H \leq d \leq 0.07H$$

wherein H designates a maximum height of the block; and d is equal to $H - h_e$ and designates an amount of depth, where h_e denotes a block height at the leading edge and the trailing edge.

10. (New) A pneumatic tire according to claim 3, characterized in that a low region satisfying the relationship of an average block height $h_L \leq h_e + (H - h_e) \times 0.2$, where H designates a

maximum height of the block and h_e designates a block height at the leading edge and the trailing edge, is formed from the leading edge for a length of at least $H/5$ toward the central portion of the block in the circumferential direction and from the trailing edge for a length of at least $H/5$ toward the central portion of the block in the circumferential direction.

11. (New) A pneumatic tire according to claim 4, characterized in that a low region satisfying the relationship of an average block height $h_L \leq h_e + (H - h_e) \times 0.2$, where H designates a maximum height of the block and h_e designates a block height at the leading edge and the trailing edge, is formed from the leading edge for a length of at least $H/5$ toward the central portion of the block in the circumferential direction and from the trailing edge for a length of at least $H/5$ toward the central portion of the block in the circumferential direction.